



REPUBLIC OF GHANA

DEPARTMENT OF FEEDER ROADS

OF THE

MINISTRY OF ROADS AND HIGHWAYS

ANNUAL REPORT

FOR 2014

JANUARY, 2015

DEPARTMENT OF FEEDER ROADS DFR REPORT

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Acronyms and abbreviations

DFR	:	Department of Feeder Roads
DFID	:	Department for International Development
GOG	:	Government of Ghana
GIS	:	Geographical Information System
MRH	:	Ministry of Roads and Highways
DCRIP	:	District Capital Roads Improvement Project
GHA	:	Ghana Highway Authority
DUR	:	Department of Urban Roads
AFD	:	Agence Francais de Developement
SIDA	:	Swedish International Development Agency
TSPS	:	Transport Sector Programme Support
DANIDA	:	Danish International Development Agency
MOFA	:	Ministry of Food and Agriculture
KfW	:	Kreditanstalt für Wiederaufbau
AfDB	:	African Development Bank
EMQAP	:	Export Marketing and Quality Awareness Project
TSP	:	Transport Sector Programme
IFAD	:	International Federation for Agricultural Development
JICA	:	Japan International Cooperation Agency
MMDAs	:	Metropolitan, Municipal and District Assemblies
MDAs	:	Ministries, Departments and Agencies
MoF	:	Ministry of Finance
LSDGP	:	Local Service Delivery and Governance Programme
LBT	:	Labour Based Technology
DWD	:	District Works Department
RSDP	:	Road Sector Development Programme
VOC	:	Vehicle Operating Cost
KNUST	:	Kwame Nkrumah University of Science and Technology
KTC	:	Koforidua Training Centre
RAI	:	Rural Accessibility Index

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CHAPTER ONE: EXECUTIVE SUMMARY

1.0 Mission and Vision of DFR

1.0.1 Mission

To ensure the provision of safe, all weather accessible feeder roads at optimum cost, to facilitate the movement of people, goods and services and to promote socio-economic development, in particular agriculture.

1.0.2 Vision

To ensure that 80% of rural communities in Ghana can access a feeder road within 2km radius at optimum cost under a decentralized system by 2020.

1.1 Road Network and Condition

The total feeder road network as at December 2014 was 42,045.64km. The result of inventory to update the database which began in 2012 was completed in 2013. The condition mix of the feeder road network as at December, 2013 is as follows:

Good	30%
Fair	38%
Poor	32%

with the following surface types:

Bituminous surface	:	1,928.0 km	(5%)
Gravel roads	:	27,231.0 km	(65%)
Earth roads	:	12,886.0 km	(30%)
TOTAL	:	42,045.0km	

The breakdown of the network is as follows:

Engineered network	:	25,931.0km	(62%)
Partially engineered network	:	6,206.0km	(15%)
<u>Un-engineered network</u>	:	<u>9,908.0km</u>	<u>(23%)</u>
		42,045.0km	

It is DFR's policy to always keep the engineered and partially engineered feeder roads in good or fair conditions.

DFR's engineered/partially engineered network now stands at 30,289km.

1.2 Condition Mix

The Condition Mix of the feeder road network has changed from 39% good, 30% fair and 31% poor in December 2011 to 30% good, 38% fair and 32% poor at the close of December, 2013. The significant decline in the condition mix could be attributed to the continued non-achievement of maintenance targets on the engineered network and some of the partially engineered roads. (The condition mix is based on approximately 42,000Km network).

	2007	2008	2009	2013
GOOD	35%	38%	39%	30%
FAIR	37%	32%	30%	38%
POOR	28%	30%	31%	32%

1.3 Targets and Achievements as at 31st December, 2014

Table 1.1 shows the planned, approved programmes and achievement as at 31st December 2014, whilst Table 1.2 shows the financial programme and disbursement of DFR for both GoG and Donor projects for the period January – December, 2014.

Table 1.1: Physical Target and Achievements (January –December, 2014)

ACTIVITIES	APPROVED ANNUAL PROGRAMME	PHYSICAL ACHIEVEMENT	
	Km/No.	Km/No.	%
Routine Maintenance			
Routine Maintenance	22,500	10,061.60	45%
Sub - Total			
Periodic Maintenance			
Spot Improvement	1,000	948.40	95%
Sub - Total			
Minor Improvement			
Upgrading of Gravel to Bituminous Surface (Town Roads)	30	14.38	48%
Upgrading of Gravel to Bituminous Surface	200	238.03	119%
Upgrading of Earth to Gravel Surface	150	165.80	111%
Sub-Total	380.0	418.21	110%
Bridge Programme			
Bridges	30	12	40%
Grand Total	23,880.0	11,428.21	48%

Table 1.2: Financial Programme and Disbursement (January - December, 2014)

ACTIVITY	BUDGET FOR 2014			EXPENDITURE FOR JAN - JUNE			REMARKS
	TOTAL (GOG)	TOTAL (DONOR)	TOTAL (DONOR & GOG)	TOTAL (GOG)	TOTAL (DONOR)	TOTAL (DONOR & GOG)	
	AMOUNT (GH¢m)	AMOUNT (GH¢m)	AMOUNT (GH¢m)	AMOUNT (GH¢m)	AMOUNT (GH¢m)	AMOUNT (GH¢m)	%
ROUTINE MAINTENANCE	37.00	0.10	37.10	10.705	0.145	10.850	29%
PERIODIC MAINTENANCE							
2 nd Cycle Inst.	0.00	0.00	0.000	0.000	0.000	0.000	0%
Town Roads	4.16	3.41	7.570	0.391	6.272	6.663	0%
Surfacing	28.90	7.35	36.250	11.547	11.569	23.116	64%
Spot Improvement	14.91	0.28	15.190	3.99	1.823	5.813	38%
Rehabilitation	9.79	2.00	11.790	1.911	6.745	8.656	73%
Regravelling	0.00	0.00	0.000	0.000	0.000	0.000	0%
Bridges	6.95	0.00	6.950	22.335	0.000	22.335	321%
Consultancy services	3.38	0.90	4.280	0.758	0.311	1.069	25%
Institutional supp & Training	0.20	0.27	0.470	0.100	0.088	0.188	40%
Sub-Total	53.38	13.93	67.310	37.042	24.985	62.027	92%
GRAND TOTAL	105.29	14.31	119.60	51.737	26.953	78.690	66%

Table 1.3: Department of Feeder Roads Programme and Achievement (Jan. – December, 2014)

ACTIVITIES	APPROVED ANNUAL PROGRAMME			FINANCIAL EXPENDITURE		PHYSICAL ACHIEVEMENT		TOTAL EXPENDITURE
	Km/No.	GOG GH¢(M)	DONOR GH¢(M)	GOG GH¢(M)	DONOR GH¢(M)	Km/No.	%	AMOUNT GH¢(M)
Routine Maintenance	22,500.0	37.00	0.10	10.705	0.145	10,061.60	11	10.850
Periodic Maintenance								
Spot Improvement	1,000	14.91	0.28	3.990	1.823	948.40	95	5.813
Minor Improvement								
Second Cycle Institutions	0	0.00	0.00	0.000	0.000	0.00	0	0.000
Upgrading of Gravel to Bituminous Surface (Town Roads)	30	4.16	3.41	0.391	6.272	14.38	6	6.663
Upgrading of Gravel to Bituminous Surface	200	28.90	7.35	11.547	11.569	238.03	69	23.116
Upgrading of Earth to Gravel Surface	150	9.79	2.00	1.911	6.745	165.80	86	8.656
Bridge Programme								
Bridges	30	6.95	0.00	22.335	0.000	12.00	40	22.335
Consultancy services	0	3.38	0.90	0.758	0.311	0.00	0	1.069
Institutional supp & Training	0	0.20	0.27	0.100	0.088	0.00	0	0.188
Sub-Total	380.0	68.29	13.93	37.042	24.985	430.21	113	62.027
Grand Total	23,880.0	89.93	14.31	51.737	26.953	11,440.21	48	78.690

CHAPTER TWO: DEVELOPMENT PARTNERS ASSISTED PROGRAMME

2.1 District Capital and Major Town Roads Improvement Project (DCMTRIP)

2.1.1 Background and funding

The project was initiated to facelift rural district capitals. The benefits of the project include:-

- mitigating the negative health impacts on the communities resulting from dust
- preventing the defacing of public and private buildings resulting from dust
- savings from capital expenditure on repair, renovation or replacements of these buildings
- environmental enhancements through bitumen surfacing the roads in town and construction of concrete drains to prevent erosion.

The funding is provided by the Ghana Government from the Japanese Counter-Value Fund with an amount of GH¢ 14.5 million.

2.1.2 Coverage

Five (5) selected district capitals and five (5) major town roads in 6 regions of Ghana have been earmarked for upgrading to bituminous surfacing under this programme.

2.1.3 Activity

The main activity under this programme is to upgrade the roads to bituminous surfacing.

2.1.4 Period

The project period is from 2014 to 2015.

2.1.5 Regional Distribution

The district capitals and major towns roads selected under the programme are as follows:

SUMMARY OF DISTRICT CAPITALS & MAJOR TOWN ROADS

NO.	PROJECT NAME	LENGTH (KM)	REGION
1	BITUMINOUS SURFACING OF AFLAO TOWN ROADS (2.10 KM)	2.10	VOLTA
2	BITUMINOUS SURFACING OF AKIM TAFO TOWN ROADS (1.97KM)	1.97	EASTERN
3	BITUMINOUS SURFACING OF SOMANYA TOWN ROADS (3.31KM)	3.31	EASTERN
4	BITUMINOUS SURFACING OF FOMENA – OLD AYAASE FEEDER ROAD PH.1 (1.80KM)	1.80	ASHANTI
5	BITUMINOUS SURFACING OF NYAKROM TOWN ROADS (3.10KM)	3.10	CENTRAL
6	BITUMINOUS SURFACING OF MAFI KUMASI TOWN ROADS (1.70KM)	1.70	VOLTA
7	BITUMINOUS SURFACING OF GWOLLU TOWN ROADS (2.30KM)	2.30	UPPER WEST
8	BITUMINOUS SURFACING OF AGOTIME KPETOE TOWN ROADS (1.35KM)	1.38	VOLTA
9	BITUMINOUS SURFACING OF MOREE TOWN ROADS (1.20KM)	1.20	CENTRAL
10	BITUMINOUS SURFACING OF BOLE TOWN ROADS (1.20KM)	1.50	NORTHERN
	TOTAL	20.36	

2.1.6 Status

The contracts have been awarded and the works are on-going. Details are shown in Tables 2.1.6 to 2.1.10 for regions. The total disbursement to date is GH¢8.824m and the overall physical progress of the project is 61.55%. Most of the contracts commenced between July and August, 2014 and the latest contract will complete in July 2015. One contract is 100% complete.

Table 2.1.6 Volta Region DMTCRIP

LO T NO.	PROJECT NAME	LENGTH (km)	CONTRACTOR	COMENC'MT DATE	COMPL'TN. DATE	PROGRESS IN Jan	PROGRES S TO DATE	% OF TIME ELAPSED	CONTRACT SUM (GHC)	TOTAL AMOUNT CERTIFIED (*)	REMARKS
1	BITUMINOUS SURFACING OF AFLAO TOWN ROADS	2.1	M/S ACUMEN CONSTRUCTION LTD	03-Sept-14	04-Jul-15	22.25%	42.4%	50%	1,184,711.30-	Nil	Works in progress
2	BITUMINOUS SURFACING OF MAFI KUMASI TOWN ROADS	1.7	M/S REGGIO CO. LTD	24-Sept-2014	24-Jul-15	40.3%	62.1%	50%	1,188,147.26	306,670.71	Works in progress
3	BITUMINOUS SURFACING OF AGOTIME- KPETOE TOWN ROADS	1.35	M/S OTUBOAT LTD.	19-Sept-14	19-Jul-15	10%	72%	50%	1,409,879.92	1,018,926.50	Works in progress
8	TOTAL	5.15							-	-	

Table 2.1.7 Eastern Region DCMTRIP

LOT NO	PROJECT NAME	LENGTH (KM)	CONTRACTOR	START DATE	COMPLETION DATE	PROGRESS TO DATE (%)	% OF TIME ELAPSED	CONTRACT SUM (GHC)	TOTAL AMOUNT CERTIFIED (*)	REMARKS
1	Bitumen Surfacing of Akim Tafo Town Roads	1.975	M/s Jilcon Ltd.	21/07/2014	21/05/2015	81.49	70	1,926,993.24	1,741,497.07	All Concrete works, earth works and 1.57km primer seal completed
2	Bitumen Surfacing of Somanya Town Roads	3.310	M/s First Sky Ltd.	04/08/2014	04/06/2015	100	35	3,211,961.94	3,352,679.58	Works completed

Table 2.1 8 Northern Region DCMTRIP

LOT NO.	PROJECT NAME	LENGTH (km)	CONTRACTOR	COMENC' MT DATE	COMPL'TN. DATE	PROGRESS TO DATE %	% OF TIME ELAPSED	CONTRACT SUM (GHC)	TOTAL AMOUNT CERTIFIED (*)	REMARKS
1	Bituminous Surfacing of Bole Town Roads (1.10km)	1.10	Karins (Gh) Ltd	19-Feb-14	19-Feb-15	31.97	100	1,215,871.30	308,052.50	Extension of time requested has been forwarded to head office for consideration

Table 2.1.9 Ashanti Region DCMTRIP

LOT NO	PROJECT NAME	LENGTH (KM)	CONTRACTOR	START DATE	END DATE	PROGRESS TODATE (%)	% OF TIME ELAPSED	CONTRACT SUM (GHC)	TOTAL AMOUNT CERTIFIED (*)	REMARKS
1	Bitumen Surfacing of Formena – Old Ayaase Feeder Road	1.8	M/s Knatto Complex Ltd	22/08/2014	22/06/2014	100	30	658,065.35	650,383.91	Work Completed

Table 2.1.10 Central Region DCMTRIP

DEPARTMENT OF FEEDER ROADS																				
CENTRAL REGION																				
MONTHLY PROGRESS REPORT FOR FEBRUARY 2015																				
NO.	AGENCY	REGION	PROJECT LOCATION (DISTRICT)	ACTIVITY	CONTRACT NAME	ROAD LENGTH (KM)	CONTRACTOR	WORK PERIOD				CONTRACT SUM (GHe)	ESTIMATED COST OF WORK	TOTAL AMOUNT CERTIFIED	OUTSTANDING	% ACHIEVEMENT				REMARKS
								AWARD	DATE OF	TIME DAYS	DATE OF					FINANCIAL	PHYSICAL			
								DATE	COMM.	AWARD - START	COMP.						PROGRESS IN JANUARY	PROGRESS TO DATE	% OF TIME ELAPSED	
1	DFR	CENTRAL	AAK	Surfacing	Moree Town Roads	1.20	Nataco Beach Resort & Const. Ltd.	18-Jun-14	4-Aug-14	47	4-Jun-15	1,004,384.67	1,004,384.67	658,425.51	345,959.16	65.56	13.12	67.60	60.00%	Work in progress
2	DFR	CENTRAL	AGONA EAST	Surfacing	Nyakrom Town Roads	3.1	Memphis Metropolitan Ltd	18-Jun-14	4-Aug-14	47	5-Jun-15	1,270,980.51	1,270,980.51	788,202.01	482,778.50	62.02	7.66	75.86	60.00%	Work in progress

2.2 Transport Sector Programme (TSP)

2.2.1 Introduction

One of the Objectives of Ghana Government for Transport as highlighted in the National Transport Policy is to create a sustainable, accessible, affordable, reliable effective and efficient transport system that meets user needs. Government's policy objective is therefore to strengthen the provision of infrastructure services and improve the business environments to sustain broad-based growth.

It is in the light of this objective that the Government of Ghana (GOG) and the International Development Association (IDA) of the World Bank have prepared the Transport Sector Project to help (a) increase Ghana's competitiveness in foreign trade by reducing internal transport costs and promoting linkages in domestic markets which are crucial factors for rapid and sustained growth; (b) improve governance through clarifying roles and responsibilities in transport sector and encouraging wider and more meaningful participation of stakeholders in the decision making process; and (c) support the decentralized planning, management, finance and regulation of transport infrastructure and services.

The project is being implemented by the Ministry of Roads and Highways (MRH), which has the overall responsibility for its coordination and management.

The Implementing Agencies (IAs) for the project are: Ministry of Roads and Highways (MRH), Ghana Highway Authority (GHA), Department of Feeder Roads (DFR), Department of Urban Roads (DUR) and Ministry of Transport (MOT), Ghana Airports Company Limited (GACL), Ghana Civil Aviation Authority (GCAA), and Ghana Ports and Harbors Authority (GHPA). The Beneficiary Agencies (BAs) for the project are: Driver and Vehicle Licensing Authority (DVLA), Kwame Nkrumah University of Science and Technology (KNUST), Government Technical Training Center (GTTC), National Road Safety Commission (NRSC), Regional Maritime University (RMU), Ghana Maritime Authority (GMA) and Volta Lake Transport Company (VLTC).

2.2.2 Project objectives

The Development Objective for the Transport Sector Project is to improve mobility of goods and passengers through reduction in travel time and vehicle operating cost, and improvement in road safety standards. This objective will be achieved through strengthening the capacity of transport

institutions in planning, regulation, operations and maintenance, and through infrastructure investments.

The achievement of the Project Development Objective will be monitored using the following performance indicators to be achieved by the end of the project (EOP):

- (a) Average travel time reduced by at least 20 percent on project-financed roads;
- (b) Average vehicle operating cost (in real terms) reduced by at least 10% percent on project-financed roads;
- (c) Fatality rate reduced from 22 per 10,000 vehicles to 19 per 10,000 vehicles;
- (d) Rural Accessibility Index (RAI) increased from 53 percent to 57 percent; and
- (e) Condition of trunk road network in good and fair condition improved from 83 percent to 88 percent, for urban roads from 36 percent to 50 percent, and for feeder roads from 72 percent to 85 percent

Table 2.6: Key Performance Indicators

KEY PERFORMANCE INDICATORS	DFR ACTION PLAN
1. Average travel time reduced by at least 20% on project-financed roads	1. Regional managers have been tasked to come up with the average travel time of projects financed roads after the rains before actual construction works begin. The average travel time will be measured after the completion of the roads works to ascertain whether the 20% reduction has been achieved
2. Average vehicle operating cost (in real terms) reduced by at least 10% on project financed roads.	2. DFR will liaise with GHA for data to enable the initial VOC on the project financed roads to be determined before actual physical works commence. VOC will again be computed after completion of physical works on projects financed roads
3. Rural Accessibility Index (RAI) increased from 53% to 57%.	3. The achievement of this indicator will be monitored during the construction period and the target measured after the completion of the project financed roads.
4. Feeder roads network in good and fair condition improved from 72% to 85%	4. The condition of feeder roads network in good and fair condition will be computed after the completion of works on the project financed roads.

2.2.3 Project component

The project consists of two components: The first year and the second year components. The first year components involve feeder roads rehabilitation and spot improvement and geared towards consolidating the achievement under the RSDP.

During the first year a total of 462km of spot improvement and 229.8km of minor rehabilitation will be carried out throughout the country at a cost of US\$20.0 million.

The second year component will focus on the rehabilitation and bituminous surfacing of roads in selected focus areas to support commercial agriculture around growth poles in collaboration with the Ministry of Agriculture. A total of 12.8km spot improvement, 54.8km rehabilitation and 58.7km of bituminous surfacing of roads will be undertaken. This will be financed with an additional amount of US\$27.5 million.

A break-down of total budget allocation for the TSP is as follows:

-Improvement and rehabilitation of feeder roads	
First year	US\$20.00
Second year	US\$27.50
-Consulting Service	US\$2.50
-Capacity Building	US\$0.50
-Vehicle & Office equipment	US\$0.70
-Operation	US\$0.50
TOTAL	<u>US\$51.70</u>

The Credit was approved by the Bank's Board on 30th June, 2009 and by the Parliament of Ghana on the 17th July, 2009.

The project effective date: 12th November, 2009.

End of project Implementation period: 31st December, 2014

Expected Credit closing date: 30th June, 2015

2.2.4 Status of Project Implementation and Procurement Management

2.2.4.1 Consultancy Services

WORKS SUPERVISION

FIRST YEAR PROJECT

No objection was given for fourteen (14) Lots out of the fifteen (15).

The fourteen contracts were awarded and signed with the supervision consultants. The supervision contracts are completed except for seven (7) addendums which were issued to seven (7) supervision consultants to supervise delayed civil works contracts. All the projects being supervised by the five (5) out of the seven (7) consultants have been completed. DFR has forwarded the Addendums to the bank to enable the consultants be paid accordingly.

Earlier on request by DFR to the Bank to grant an extension of time (EOT) to the supervision contracts were not approved by the Bank. The request has therefore been sent to the Ministry of Roads and Highways and has been captured into the 2015 budget.

Terms of Reference (TOR) for the procurement of a consultant to carry technical audit of the first year projects has been sent to the PT for submission to the Bank for No Objection. The Bank has informed DFR that the Technical audit might not be necessary since the Bank has engaged a consultant for that exercise.

SECOND YEAR PROJECTS TRANCHE-1

The Bank has given No Objection for four (4) Supervision consultants to be engaged through sole sourcing.

Contract Agreements with the four (4) were signed on the 24th March, 2014. Supervision of works by the four (4) consultants is currently ongoing.

DFR has engaged the services of a Contract Management Specialist to administer/manage the projects under the TSP. The selection process was by Individual Consultant method. The Bank gave its No Objection for the signing of contract with the Contract management specialist in October 2013.

The Contract Agreement was signed with the Contract Management Specialist on the 24th March, 2014. He has since commenced work.

SECOND YEAR PROJECTS TRANCHE-2

Terms of Reference (TOR) for the procurement of Supervision Consultant for the supervision of civil works has been sent to the PT for submission to the Bank for No Objection. No response has been received from the Bank.

SECOND YEAR PROJECTS TRANCHE-2

Terms of Reference (TOR) for the procurement of Supervision Consultant for the supervision of civil works has been sent to the PT for submission to the Bank for No Objection. No response has been received from the Bank.

2.2.4.2 Environmental and Social Management Plan (ESMP)

FIRST YEAR PROJECTS

- i. No objection has been received for the Final Environmental and Social Management Plan (ESMP) report from the World Bank.

- ii. Public Disclosure was published between November to 30th December 2011
- iii. No objection has also been received for the Resettlement Action Plan (RAP). The RAP was prepared by environmental engineers from DFR.
- iv. Public Disclosure was published in December 2012. Compensations have been paid to the entire one hundred and eighteen (118) project affected persons (PAP). Total amount paid was GH¢97,382.38.

SECOND YEAR PROJECTS

- i. No objection has been received for the Resettlement Action Plan (RAP).
- ii. Public Disclosure was published in February, 2013.
- iii. No objection has also been received for the Final Environmental and Social Management Plan (ESMP) report from the World Bank.
- iv. The studies were carried out by the environmental engineers from DFR.
- v. Public Disclosure was published in the Ghanaian Times on the 29th November 2013.

2.2.4.3 Works Contracts

FIRST YEAR PROJECT

Eighty one (81) out of 84 projects awarded have been completed. In all a total of approximately 680km of feeder roads were completed consisting of 230km of rehabilitation, 450km were spot improvement. Three (3) contracts have been terminated. The outstanding works on the terminated contracts have been awarded under routine maintenance.

Total cost of works amounts to **GH¢32,676,271.23** as against budget allocation of **US\$ 20.0 million**.
(Cedi equivalent)

SECOND YEAR PROJECTS

Eighteen (18) Lots totaling 136km have been awarded. This consists of 13km of spot improvement, 65km of rehabilitation and 58km of bitumen surfacing.

The project commenced in 2014 after the supervision consultants have been appointed.

The total cost of the eighteen (18) contracts is **GH¢36,765,230.95**.

STATUS OF PHASE ONE OF SECOND YEAR PROJECTS

There are ten (10) contracts in the Central Region and eight (8) contracts in the Volta Region which are on-going. Table 2.2 gives details of progress.

Table 2.2

No.	Activity	Achieved	Cost	Progress	Remarks
1	Spot Improvement	9.45km	GH¢641,662.28	72.7%	Works on-going
2	Rehabilitation	22.90km	GH¢2,519,332.62	35.2%	Works on-going
3	Bituminous surfacing	2.0km	GH¢4,004,322.10	3.4%	Only 2km completed. Rest of the works involved concrete works and earthworks.
4	Total	34.25KM	GH¢7,165,317.00	37.10%	

➤ GOODS

DFR has commenced with the procurement process. The Specific Procurement Notice (SPN) was placed in the Ghanaian Times in January 2014.

➤ VEHICLES

5No. 4x4 double cabin Pick-Up vehicles, 2No Cross-Country vehicles and 4No. Saloon were procured by MRH on behalf of DFR.

All the vehicles have been delivered to DFR.

Details of the vehicles are as indicated in Table 2.7.

Table 2.7: IDA (TSP) VEHICLES

No.	Delivery Date	Type of Vehicle	Registration Number	Chassis Number	Engine No.	Allocation
1	6th July 2012	Toyota Camry	GS 6214-12	6T1BF9FK6CX380817	E381766	Deputy Dir. Plng.
2	6th July 2012	Toyota Camry	GS 6215-12	6T1BF9FK6CX380770	E381813	Deputy Dir. Mtce.
3	6th July 2012	Toyota Camry	GS 6216-12	6T1BF9FK6CX381643	E383931	Deputy Dir. Dev.

Development Partners Assisted Programme

4	6th July 2012	Toyota Camry	GS 6217-12	6T1BF9FK6CX381625	E384431	Dir.(RISM) MRH
5	24th Oct. 2012	Nissan Patrol	GN 4942-12	Y61Z0-580698	TD42-219266	Northern Region
6	24th Oct. 2012	Nissan Patrol	GN 4950-12	Y61Z0-583167	TD42-221684	Upper East Region
7	24th Oct. 2012	Nissan Pick-Up	GM 1310-12	D22Z0-020913	QD32-308978	Western Region
8	24th Oct. 2012	Nissan Pick-Up	GM 1311-12	D22Z0-020918	QD32-309559	Brong Ahafo Region
9	24th Oct. 2012	Nissan Pick-Up	GM 1312-12	D22Z0-020935	QD32-309172	Central Region
10	24th Oct. 2012	Nissan Pick-Up	GM 1313-12	D22Z0-020924	QD32-307686	Eastern Region
11	24th Oct. 2012	Nissan Pick-Up	GM 1324-12	D22Z0-020936	QD32-309367	Bridge Mtc. Eng.

2.2.4.4 Training

2014 Programme

No training programme was planned for 2014.

2.2.5 Financial management report

The source of funds for the Transport Sector Project (TSP) is from the International Development Association (IDA) of The World Bank. Statement of usage of funds by Project Activity is as follows;

Project Activity	Amount	
	USD	GHS
Works	17,969,534.00	32,407,932.26
Goods	NIL	NIL
Consultancy	1,318,747.29	2,639,916.03
Training	297,881.02	524,690.91
Operation	375,263.57	734,311.61
Total Disbursement to Date	19,961,425.88	36,306,850.81

2.3 Bridge Development Programme

The Department of Feeder Roads under its Bridge Development Programme has identified 5,000 water crossing points that hamper the provision of basic access to rural communities. Out of this number 1,200 sites have been classified as critical for the effective functioning of the rural road network.

The Department with assistance of some development partners like Japan International Corporation Agency (JICA), Department for International Development (DFID) of United Kingdom, Agence Francais de Developement (AFD) (France), ACROW Corporation of United States of America (USA), Spanish Government and the Government of the Royal Netherlands have been able to construct about 170 bridges and major box culverts so far out of the 1,200 critical river crossing points.

It is worthy of mention that the Bridge Development Programme forms part of the Ministry's programme under the Ghana Poverty Reduction Strategy which aims at improving the socio-economic life of the rural dwellers.

The provision of the bridges has facilitated the safe and more economical movement of people, goods and services in the rural communities due to the elimination of long detours and making the network more coherent and interactive.

2.3.1 Ghana/Dutch Bridges Project

2.3.1.1 Background

The Government of Ghana received a credit facility of Euro 16.5 million (with 65% credit and 35% grant) from the Netherlands Government for the supply of steel bridge components for the construction of ninety-four (94) bridges on selected feeder roads in Ghana under the "Ghana/Dutch Bridge Project". GOG provided a counterpart fund for the provision of the following:

- i. Construction of reinforced concrete bridge substructure.
- ii. Clearance and transportation of steel bridge components from Tema Port to the bridge sites.
- iii. Assembling and launching of steel bridges.
- iv. Construction of both the approach and access roads to the bridges and
- v. Construction of sixteen (16) major box culverts in tandem with the bridge project.

The project, which is in three phases, is as detailed below:

Phase I – 31 bridges and 14 major box culverts

Phase II – 30 bridges and 1 major box culvert

Phase III – 33 bridges and 1 major box culvert

2.3.1.2 Status

As at 31st December, 2014, eighty-three (83) out of the 94 bridges have been launched. Of the 83 bridges that have been launched, seventy-five (75) are opened to traffic with the remaining eight (8) having their approach filling to deck level ongoing. Three (3) bridges out of the overall ninety-four (94) have either both abutments under construction or completed up to launching level and the approaches of some of them being filled before assembling and launching could commence. Two (2) of the remaining four (4) bridges which were terminated and re-awarded are among those completed and opened to traffic. Two (2) of the bridges have been re-packaged to be executed under other ongoing bridge projects. All the sixteen (16) major box culverts awarded, as part of the bridge programme, have been completed and opened to traffic.

Seven (7) bridges were completed in 2004. The overall progress of work for Phase 1 is 98%, Phase 2 is 86% and that of Phase 3 is 95%.

Table 3.6 shows the regional distribution of the bridges and the number completed.

Table 3.6: Regional Distribution of Dutch Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	4	4	2	2
Volta	9	9	0	0
Eastern	9	7	4	4
Central	10	9	1	1

Development Partners Assisted Programme

Western	11	9	2	2
Ashanti	13	13	3	3
Brong Ahafo	13	12	1	1
Northern	11	8	0	0
Upper East	8	8	2	2
Upper West	6	4	1	1
TOTAL	94	83	16	16

Table 2.8: Regional Distribution of Dutch Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/Completed	No. Awarded	No. Completed
Greater Accra	4	4	2	2
Volta	9	9	0	0
Eastern	9	5	4	4
Central	10	9	1	1
Western	11	8	2	2
Ashanti	13	13	3	3
Brong Ahafo	13	11	1	1
Northern	11	6	0	0
Upper East	8	8	2	2
Upper West	6	5	1	1
TOTAL	94	78	16	16

2.3.2 Ghana-ACROW Bridges Project

2.3.2.1 Background

The ACROW-Ghana bridge project involves a total amount of US\$47.7 million. This consists of a loan amount of US\$37.7 million for the supply of bridge components for 100 bridges and a grant amount of US\$7.0 million as seed money for the cost of the civil works and the approach filling to be funded by GoG. Contract for the supply of the bridge components has been signed. The project is to be executed in three phases.

2.4.2.2 Status

A total of forty-seven (47) bridges have been awarded under Phase One of the project. Three (3) of the bridges awarded have been revised as major box culverts. Currently twenty-eight (28) of the bridges have been launched out of which twenty-four (24) have been opened to traffic. Three (3) out of the remaining sixteen (16) have their approaches filled up to launching level and ready for the commencement of assembling and launching of the bridges. All other contracts for the construction of these bridges are at various stages of completion.

Three (3) bridges were completed in 2004. The overall progress of work is about 76%.

The bridge components have been stockpiled at DFR Stores in Koforidua.

The cost of the civil works for the phase 1 contracts is estimated at GH¢ 27,981,976.34.

Detail design for the Phase 2 bridges are in progress.

Table 3.7 shows the regional distribution of the bridges (Phase I).

Table 3.7: Regional Distribution of ACROW Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	2	1	0	0
Volta	7	6	2	0
Eastern	4	4	1	0
Central	5	2	0	0
Western	5	3	0	0
Ashanti	5	3	0	0
Brong Ahafo	5	3	0	0
Northern	3	3	0	0
Upper East	3	3	0	0
Upper West	4	0	0	0
TOTAL	43	28	3	0

2.3.3 Ghana - Spanish Bridges Project

The Spanish bridge programme involves the construction of fifty two (52) bridges throughout the country.

This involves a facility of Euro 10.0 million under the Second Ghana-Spain Protocol for the supply of components. The supply of the components is in two lots of 26 each. The Government of Ghana is to fund the cost of the civil works and approach filling. Contracts for 24 bridges under Phase One has been awarded at an estimated cost of GH¢ 15,359,267.33. The design of three (3) of the 24 bridges under Phase one have been revised and are being constructed as major box culverts. Detail designs for the bridges for Phase Two comprising 31No. bridges are in progress.

2.3.3.1 Status

Lot 1

All the twenty-six (26) bridge components have been supplied by a Spanish firm M/s Makiber and stockpiled at DFR yard in Koforidua. The short span training was completed successfully and DFR is yet to award the long span bridges for the 2nd training during the Phase 2 contract.

Lot 2

Another Spanish firm M/S Schwart-Hautmont has also supplied the remaining 26 bridge components and stockpiled in DFR Stores, Accra. The short and long spans training is yet to take place upon DFR request, probably during the Phase 2 contract.

Progress

Thirteen (13) bridges have been launched out of which ten (10) have been completed and opened to traffic. Additional six (6) bridges have both abutments cast up to launching level and filling of approaches are yet to commence, in progress or completed and ready to commence work on the assembling and launching of the steel superstructure. The design of three (3) of the 24 bridges under Phase 1 had been revised and are been constructed as major box culverts out of which two (2) have been completed.

In all two (2) bridges were completed in 2014. The overall progress of work is 75%.

3.2.3.1 Status of Supply Contracts

Lot 1

All the twenty-six (26) bridge components have been supplied by a Spanish firm M/s Makiber and stockpiled at DFR yard in Koforidua.

Lot 2

Another Spanish firm M/S Schwart-Hautmont has also supplied the remaining 26 bridge components and stockpiled them at DFR Stores, Accra.

Table 3.8 shows the regional distribution of the bridges (Phase I).

Table 3.8: Regional Distribution of Spanish Bridges and Number Launched/Completed

Region	BRIDGES		MAJOR BOX CULVERTS	
	No. Awarded	No. Launched/ Completed	No. Awarded	No. Completed
Greater Accra	0	0	0	0
Volta	1	1	0	0
Eastern	5	4	0	0
Central	2	2	2	0
Western	3	0	0	0
Ashanti	2	2	1	0
Brong Ahafo	2	2	0	0
Northern	2	1	0	0
Upper East	1	1	0	0
Upper West	3	0	0	0
TOTAL	21	13	3	0

2.3.4 Belgium Bridges

The supply of the bridge components for a total of 490m span over five (5) water crossing points was 100% complete.

Table 3.9: The bridge locations identified are as shown below:

No.	Road Name	River Name	Proposed Span of Bridge (m)	Region	District
1	Kpando Agbenoxoe – Kpando Dafor	Tributary to Volta	175	Volta	North Dayi
2	Galo – Sota – Bomingo	Angor	70	Volta	South Tongu
3	Anlo Jn. – Nsese No. 1 – Nsese No. 2	Pra	70	Eastern	Akyemansa
4	Mankessim – Suprudo – Amissano	Okyi	105	Central	Mfantsiman
5	Asempaneye – Kushea – Hwidiem	Pra	70	Central	Assin North

CHAPTER THREE: GHANA GOVERNMENT PROGRAMME

3.1 Road Fund

3.1.1 Background

A total amount of GH¢72.96 million was allocated to DFR in 2014 by the Road Fund Board for routine/recurrent and periodic maintenance projects, training, monitoring and supervision of projects, vehicle maintenance etc.

Routine/Recurrent maintenance	:	GH¢37 million
Periodic Maintenance	:	GH¢32 million
<u>Ancillary Services (Others)</u>	:	<u>GH¢3.96million</u>
Total	:	GH¢72.96 million

3.2 Status

3.2.1 Routine / Recurrent Maintenance

The routine maintenance was planned to cover 22,500km of feeder roads with an approved budget of GH¢37.0million. The total length achieved from January to December 2014 was 10,061.6km, representing 45% of the total length of roads awarded. Disbursement as at 30th December 2014 was GH¢10.705 million.

3.2.2 Periodic Maintenance

- (a) An estimated amount of GH¢32.0million was programmed for periodic maintenance for the year 2014.
- (b) Total disbursement for Road Fund contracts from January to December, 2014 was GH¢37.09million.

3.2.3 Ancillary

Disbursement for support services i.e., training, supervision, consultancy, etc. was **GH¢0.5**million.

3.2.4 Summary of Releases from January to December, 2014

Routine/Recurrent maintenance	:	GH¢ 10.71million
Periodic Maintenance	:	GH¢ 37.09 million
Others	:	GH¢ 0.50 million
Total release	:	GH¢ 48.30 million

3.3 Consolidated Fund (Investment)

3.3.1 Background

The Budgetary allocation under investment for 2014 is GH¢ 39.901million.

3.3.2 Status

Disbursement as at the end of December 2014 was GH¢19.174million for both roads and bridges.

All the contracts are at various stages of completion.

3.4 Rural Roads in Cocoa Growing Areas

The Ghana Cocoa Board (COCOBOD) has collaborated with the Department of Feeder Roads since 1985 in the rehabilitation, upgrading and maintenance of roads critical to its operations, that is, vital to the haulage of cocoa to the ports for export. These roads are termed Cocoa Roads. This collaboration has now been expanded to deal with the full mandate of COCOBOD which covers cocoa, coffee and sheanuts.

The Government of Ghana (GoG) is funding the programme in two (2) tranches.

3.4.1 Tranche 1

Background

GoG made provision for US\$100million for the surfacing of 600km of cocoa roads in the six cocoa producing regions in the country namely: Eastern, Ashanti, Brong Ahafo, Central, Volta, and Western regions respectively. These projects are on-going.

The on-going programme is in three (3) phases as follows:

A total of 685.2km of roads are to be completed at an estimated cost of US\$100M.

PH1	211.60km
PH2	221.5km
PH3	252.1km

Status

Table 3.1: Summary of Achievements as 31st Dec, 2014:

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	PERCENTAGE COMPLETED (%)
PHASE 1	211.6	171.95	81%
PHASE 2	221.5	217.8	98%
PHASE 3	252.1	99.25	39%
TOTAL	685.2	489	71%

The cumulative length executed since the start of the programme is 489km. Tables 3.2 and 3.3 show the regional distribution of Tranche 1 for the three phases and the physical and financial summaries, respectively.

Table 3.2: Regional Distribution of Projects

REGION	PH1		PH2		PH3		TOTAL
	LOTS	LENGTH	LOTS	LENGTH	LOTS	LENGTH	LENGTH
	(No)	(KM)	(No.)	(KM)	(No)	(KM)	(KM)
WR	5	33.3	17	123.1	11	91.6	248
ASR	7	52.2	11	67.3	8	56	175.5
ER	4	28	2	8	5	29.8	65.8
BAR	6	39.2	5	23.1	2	26.7	89.0
CR	4	33.5	0	0	4	40	73.5
VR	5	25.4	0	0	2	8.0	33.4

TOTAL	31	211.6	35	221.5	32	252.1	685.2
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Table 3.3: General Summary

NO.	PHASE	LENGTH (KM)	CONTRACT PRICE (GH¢)
1	PHASE 1	211.6	27,196,508.90
2	PHASE 2	221.5	39,288,210.06
3	PHASE 3	252.1	55,187,573.12
TOTAL		685.2	121,672,292.08

3.4.2 Tranche 2 - CFRIP

Under the Tranche 2 of the rural roads in cocoa growing areas programme, the Government through the Ministry of Roads and Highways has provided funding for the maintenance, rehabilitation and upgrading of road to deal with the full mandate of COCOBOD which covers cocoa, coffee and sheanuts.

Table 3.4 shows summary of regional distribution of the roads.

Table 3.4: Tranche 2 Regional Summary

N0	REGION	SURFACING			SPOT IMPROVEMENT			REHABILITATION		
		NUMBER OF PROJECTS	KM	COST (GH¢)	NUMBER OF PROJECTS	KM	COST	NUMBER OF PROJECTS	KM	COST (GH¢)
1	EASTERN	12.00	75.19	27,339,184.68	28	87.59	5,330,478.98	0.00	0	0.00
2	VOLTA	14.00	71.30	45,131,192.52	21	69.70	4,919,571.54	0.00	0	0.00
3	CENTRAL	9.00	79.45	21,078,556.04	21	127.35	6,392,166.83	5	26.1	2,819,354.73
4	WESTERN	14.00	130.60	62,105,249.81	30	267.5	14,728,440.18	3.00	55	2,545,380.85
5	ASHANTI	14.00	75.84	24,605,339.84	28	149.0	1,991,734.27	0.00	0	0.00
6	BRONG AHAFO	11.00	48.60	20,099,818.76	46	360.10	13,705,909.95	0.00	0	0.00
7	GREATER ACCRA	11.00	38.60	12,741,689.80	9	57.20	3,331,864.37	0.00	0	0.00
8	NORTHERN	3.00	15.50	5,601,254.12	15	214.72	7,141,572.15	5.00	34	3,489,922.42
9	UPPER EAST	6.00	28.00	20,392,335.78	7	58.3	2,698,832.74	1.00	16	800,000.00
10	UPPER WEST	5.00	17.10	8,973,146.85	17	140.75	5,500,220.61	1.00	7	711,933.34
TOTAL		99.00	580.18	248,067,768.20	222	1532.21	65,740,791.62	12.00	118	9,166,386.42

***RECEIPTS AND DISBURSEMENT FOR 2014 –**

No amount was received for disbursement during the year under review.

The total disbursement made since the inception of the programme to date is
GH¢350,694,320.00.

ACTIVITY	TARGET (KM)	ACHIEVEMENT (KM)	% ACHIEVEMENT
Surfacing	481.69	263.57	54.7
Spot Improvement	1,061.14	341.74	32.2
Rehabilitation	81.1	23.00	28.4
Total	1,623.93	628.31	38.7

3.5 Revamped Labour Based Technology for Road Construction and Maintenance

Background

The Labour-Based Technology (LBT) for road construction has been identified as a cost-effective and appropriate method of improving rural transportation, whilst addressing issues of economic development and poverty reduction.

The Ministry decided to revamp the LBT to improve upon the livelihood of rural Ghanaians by creating employment opportunities and facilitating access of the rural population, which is predominately poor, to market and to economic and social, goods and services.

This is in furtherance of the Government policy on job creation. Feeder roads selected for rehabilitation and spot improvement under the LBT programme and the achievement as at 31st December, 2014 are as follows:

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHYSICAL COMPL.	REMARKS
GAR	Lot 1 ^A	Ga South	Ashalearnan - Fawotekose F/R	4.20	Spot Imp.	0	To be terminated
	Lot 1 ^B	Ga South	Ashalearnan - Fawotekose, Mmampehia & Otaten - Fawotekose F/R	5.20	Spot Imp.	43.06	Works in progress
	Lot 2 ^A	D/East	Talebanya Junc. - Talebanya & Nuhuale Junc. - Nuhuale F/R	6.00	Spot Imp.	13.6	To be terminated
	Lot 2 ^B	D/East	Tehe Junc. - Tehe F/R	5.00	Spot Imp.	100	Substantially Completed
	Lot 3 ^A	D/East	Ameyawkorpe - Safahukorpe F/R	5.00	Spot Imp.	72.4	Works in progress
	Lot 3 ^B	D/East	Adonokorpe - Peterkorpe F/R	3.00	Spot Imp.	100	Substantially Completed

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
VOLTA	4	Ho	Adukorpe Jnc - Ziave	6.30	Rehab.	100	Substantially Completed
	5	Ho	Klepe - Demetse - Akrofu & Hoviekpe Jnc - Hoviekpe	9.30	Rehab.	100	Substantially Completed
	6	Ho	Abutia Sebekope Jn. - Sebekope	5.30	Spot Imp.	100	Works in progress
	7	Ho	Ho Soldier Barracks - Tokokoe Ph.2	9.80	Spot Imp.	100	Substantially Completed
EASTERN	8	Yilo Krobo	Huhunya - Torgodo & Others	9.40	Rehab.	35	Works in progress
	9	Fanteakwa	Owusukrom - Asrebuso	10.00	Rehab.	30	Works in progress
	10	Upper Manya	Djomoh - Mensah	7.60	Rehab.	90	Works in progress
	11	Lower Manya	Ayemesu - Gbortsonya	9.30	Rehab.	28	To be terminated
	12	West Akim	Asamankese - Ametima & others	12.35	Spot Imp.	52	Works in progress
	13	Akuapem North	Asamang - Lakpa	12.30	Spot Imp.	95	Works in progress
	14	Assin South	Mankata Jnc - Mankata	10.70	Rehab.	25	To be terminated
CENTRAL	15	Ajumako-Enyan-Essiam	Obaasa - Onyandze - Kokodo - Engo	7.10	Spot Imp	40	Works in progress
	17	Assin North	Essiam - Kyeikrom - Adukweku	6.70	Spot Imp	65	Works in progress

WESTERN	19	SWDA	Bowobra - Apentemadi & others	12.50	Spot Imp.	0	To be terminated
	20	JMDA	Anhwiafutu Jn - Kwabre & others	11.40	Spot Imp.	0	To be terminated
	21	ADA	Akpafu Jn - Akpafu & others	9.30	Spot Imp.	21	To be terminated
ASHANTI	22	Ashanti Akyem South	Asankare - Dampong	4.90	Rehab.	100	Substantially Completed
	23	Sekyere East	Effiduase - Ntumakunso	10.00	Rehab.	100	Substantially Completed
	24	Ashanti Akyem South	Adomfe - Brentuokrom	9.00	Rehab.	75	Works in progress
BRONG AHAFO	25	Asunafo North	Nfrokrom - Nyamebekyere	15.50	Spot Imp.	63	Works in progress
	26	Jaman South	Atuna - Ntabene no.1 & Others	10.00	Rehab.	12	To be terminated
	27	Dormaa West	Nyamebekyere - Oppongyawkrom & Others	10.40	Rehab.	25	To be terminated
	28	Sunyani West	Mensahkrom - Tanomu & Others	14.00	Spot Imp.	100	Substantially Completed

LABOUR BASED CONTRACTS

REGION	LOT NO.	POLITICAL DIST.	ROAD NAME	LENGTH (KM)	ACTIVITY	% PHY. COMPL.	REMARKS
NORTHERN	29	Tonlum-Kumbu	Wantugu - Kasuliyilli	14.20	Spot Imp	52	Works in progress
	30	East Gonja	Bamvim - Dalogyilli	11.10	Spot Imp	48	Works in progress
	31	Tolon	Katindaa - Koblinahigu	2.65	Rehabilitaion	30	Works in progress
	32	Central Gonja	Sankunyipale - Mahamuyilli	9.20	Rehabilitaion	25	Works in progress
UPPER EAST	33	Bongo	Feo - Aniakumkwa & Others	15.00	Spot Imp	18	To be terminated
	34	Kassena - Nanakana West	Sandema - Katiu & Others	19.60	Spot Imp	20	To be terminated
	35	Talensi-Nabdan	Tongo - Baare & Others	11.40	Spot Imp	87	Works in progress
	36	Bawku West	Zebilla - Timonde & Others	12.30	Rehabilitaion	57	Works in progress
UPPER WEST	37	Sissala West	Kusale - Boti & Others	10.30	Spot Imp	27	To be terminated
	38	Sissala East	Naabugubelle - Challu & Challu -Nmanduono - Jambugu - Yipanpu	10.00	Rehabilitaion	29	To be terminated
	39	Sissala West	Kongo - Buo & Bamahu - Konpala	9.60	Rehabilitaion	46	Works in progress
TOTAL LENGTH				430.0			

Status

- Contracts awarded are on-going in all regions and are at various stages of completion. The slow moving ones have been earmarked for termination.

CHAPTER FOUR: COLLABORATIVE PROGRAMMES

Ministry of Food and Agriculture Programmes and Projects

4.0 Background

These are various programmes being carried out by the Ministry of Food and Agriculture (MOFA); that is, MOFA is the executing Agency.

The Department of Feeder Roads is providing consultancy services involving the design, supervision and monitoring services for the feeder roads component.

These programmes will improve living standards of rural population, contribute to poverty reduction, enhance food security, generate rural employment, and contribute to foreign exchange conservation for the country.

The programmes focus on the promotion of specific crops in selected districts.

4.1 Poverty Focused Rural Transport Programme

4.1.1 Background

This programme is funded by Kreditanstalt für Wiederaufbau (KfW) of Germany with an amount of Euro 8.2M. It forms part of MOFA's Rural Access Programme. The programme involves the rehabilitation of 107km of feeder roads.

Coverage

Six (6) districts in the Ashanti and Brong-Ahafo regions are as shown in Table 4.1.

Table 4.1: Regions and Districts covered by KfW programme

REGION	DISTRICT
Brong Ahafo	Nkoranza, Techiman, Kintampo North, Kintampo South
Ashanti	Sekyere West, Ejura Sekyedumase

4.1.2 Status

Site works for the 107Km contracts are awarded under Phase 1. The status work on the contracts as follows:

Table 4.2: Status of Poverty Focused Rural Transport Programme

Poverty Focused Rural Transport Programme					
REGION	DISTRICT	LOT	ROAD NAME	LENGTH (km)	STATUS %
ASHANTI	Ejura Municipal	1	Rehabilitation of Aframso - Nkyensie	10.6	100
		2	Rehabilitation of Ejura Nkwanta - Kabre	7.6	100
		3	Rehabilitation of Kabre - Nyinase	9.1	100
	Mampong Municipal	4	Rehabilitation of Bosomkyekye-Ouagadugu	12.5	100
	Sekyere Central	5	Rehabilitation of Aframso - Kyeiase	14.1	100
		8	Rehabilitation of Dome-Asasembonsa	9.8	100
BRONG AHAFO	Nkoransa South	9	Rehabilitation of Hwidiem - Makyin Mabre	10.4	100
		10	Rehabilitation of Makyin Mabre - Junction	8.6	100
		11	Rehabilitation of Junction - Yerepemso	10.1	100
		12	Rehabilitation of Brahoho - Dompouse	14.2	100
			TOTAL	107	

Total disbursement to date for the works contracts: **Euro 5,014,020.00 (GH¢15,944,583.60).**

4.2 Northern Rural Growth Programme

4.2.1 Background

The Ministry of Food and Agriculture with financial support from the African Development Fund is implementing a six year Northern Rural Growth Programme (NRGP). The budget for the whole programme is UA68.39m (US\$106.47m) and the budget for the Rural Infrastructure Component (feeder roads) is UA4.40m (US\$3.73m). The overall sector goal of the proposed programme is to contribute to an equitable and sustainable poverty reduction and food security among rural households. The specific objective of the programme is to increase northern Ghana area rural households' income on a sustainable basis.

Under road infrastructure, it is expected that:

- 200 km of Feeder Roads will be rehabilitated /constructed by 2011 and 600km by 2015.

4.2.2 Components

The programme has four components as follows;

- Commodity Chain Development
- Rural Infrastructure Development (Roads and Dams)
- Access to Rural Finance
- Programme Co-ordination

The Rural Infrastructure Development has five (5) components as follows:

- 800km of farm access tracks for small irrigation and inland valley schemes
- Improvement of 600km of feeder roads
- Construction of 270 culverts
- Upgrading of 348km of trunk roads to bitumen surface
- Construction of 10 bridges

4.2.3 Coverage

The Programme area covers 32 districts located in Brong Ahafo, Northern Region, Upper East Region, and Upper West Region. In addition, the participation in and benefits from the programme may extend to those smallholders and rural small-scale entrepreneurs and business associations in nearby districts located in the same agro-ecology, the northern savannah of Ghana.

4.2.4 Duration

The programme period is from 2006 to 2014.

4.2.5 Status

The projects have been broken into two phases as indicated below:

S/N	Phase	No. of Districts	Length (Km)
1	One	10	154
2	Two	38	492
	Total	44	646

4.2.6 Regional Distribution

The regional distribution of the tendered projects is as shown in Table 4.7.

Table 4.7: Regions distribution of NRG Phase I and Phase II projects

Regions	Phases			TOTAL
	Phase 1	Phase 2*		
	(Km)	(Km)		
Brongh Ahafo		77.95		77.95
Northern	97.70	203.30		301.00
Upper East	21.30	103.70		125.00
Upper West	35.00	107.05		142.05
TOTAL	154.00	492.00		646.00

SUMMARY

Phase 1 Contracts

Ten (10) contracts under phase 1 of the project have been substantially completed and are in defects liability period. These are:

- Spot Improvement of Zokuga – Nteko (5.5km) in the Savelugu/Nanton District
- Spot Improvement of Chanayilli – Golinga (6.1km) in the Tolon/Kumungu District
- Spot Improvement of Pwalugu – Arigu-Riverside (9.9km) in the West Mamprusi District

- Spot Improvement of Nasia – Mimima Ph 1 (20.0km) in the West Mamprusi District
- Spot Improvement of Mognori – Kpulumbu (13.55km) in the West Gonja District
- Rehabilitation of Tongo – Senti (8.30km) in the Talensi-Nabdam District
- Rehabilitation of Tilli – Widnaba (13.00km) in the Bawku-West District
- Spot Improvement of Piisi – Siroo (11.20km) in the Wa West District
- Spot Improvement of Diesi Jn – Diesi (2.50km) in the Wa West District
- Rehabilitation of Goli Jn – Goli Dam (2.00km) in the Nadoli District

All the Phase 1 contractors which are behind schedule have been warned to expedite progress of works. Five (5) of the contracts have been terminated due to non-performance. The average physical completion to date is 86%.

The total amount certified to date is **GH¢3,772,182.98**

Phase 2 Contracts

Three (3.) contracts under phase 2 of the project have been substantially completed and are in defects liability period. These are:

- Rehabilitation of Adomano Jn – Adomano (6.0km) in the Kintampo North District
- Rehabilitation of Kobre – Bator No. 1 (2.7km) in the Pru District
- Spot Improvement of Zangbang – Kamashegu-Dam Site (7.5km) in the Yendi District

The average physical completion to date is 52%.

The total amount certified to date is **GH¢9,263,259.48**

4.2.7 Conclusion

Physical progress

Average, physical completion of the works under Phase I and II is 69%.

Financial Progress

About GH¢13,035,440.46 has been certified as at the end of June 2014. Details of commitment and certified amounts are shown in Table 4.8.

Table 4.8: Summary of Financial Progress as at 31st Decmber, 2014 (NRGP)

CONTRACTS	COMMITMENT (GH¢)	TOTAL CERTIFIED AMOUNT (GH¢)
PHASE 1	6,886,834.07	3,772,182.98
PHASE 2	30,760,734.15	9,263,259.48
TOTAL	37,647,568.22	13,035,442.46

4.3 ATUABO GAS PROCESSING PLANT

4.3.1 Introduction

The Atuabo Gas Processing Plant in the Western Region is being constructed to produce Liquefied Petroleum Gas (LPG) in commercial quantities as part of the gas processing activities. The initial design proposal was to transport the LPG via subsea through Camp Buoy but due to time constraint, it is desired that the LPGs be transported by road.

In view of the general poor condition of the road network in the Western Region, the Ministry of Energy and Petroleum arranged with the Jubilee Partners to solicit financial support to facilitate the construction of the road network in the gas production zone.

A feasibility assessment was therefore carried out to ascertain the conditions of the existing road network and proposed suitable route that will enable the safe transportation of LPG with limited impact to the environment.

To this effect, the Department of Feeder Roads (DFR) was contacted to assist in the upgrading of part of the road network to facilitate the transportation of the LPG. A total of 34.00km of the road network was seeded to the department to supervise. Due to the urgency of the work, the road was divided into two phases and awarded to two construction firms. The total cost of the two (2) contracts is GH¢24.368m.

The two phases commenced in August, 2014 under the supervision of a team of DFR personnel selected from four (4) regions of the country and to be completed in February 2016.

4.3.2 Status

The average physical progress for the two phases is 34% as against the expected 27% progress. The total payments as at December 2014 is GH¢8.950m.

MOFA Programmes and Projects

REGION	DISTRICT	PROJECT NAME	LENG. (KM)	CONTRACTOR (MESSRS.)	CONTRACT PRICE (GHS)	COMMENCEMENT DATE	COMPLETION DATE	PHYSICAL PROGRESS (%)		FINANCIAL PROGRESS	ADV. MOB. LOAN (GH¢)		REMARKS
								PROGRAMME	ACTUAL	AMT. CERTIFIED TO DATE	AML	REPAID	
WESTERN	ELLEMBELE	BITUMEN SURFACING OF ALABOKAZO-EKWEI-TIKOBO NO 1 PH 1	12.9	MEMPHIS METRO. LTD	12,539,950.22	5 th AUGUST 2014	4 th FEBRUARY 2016	27.8%	22.5%	2,746,966.92	2,370,406.300	663,713.760	Work is in Progress
	ELLEMBELE/JOMORO	BITUMEN SURFACING OF ALABOKAZO-EKWEI-TIKOBO NO 1 PH 2	19.8	KINGSPOK CO. LTD	11,827,619.17	4 th AUGUST 2014	3 th FEBRUARY 2016	27.8%	45.3%	6,203,450.37	2,222,003.990	1,266,542.280	Work is in Progress
			32.7		24,367,569.39					8,950,417.29	4,592,410.29	1,930,256.04	

CHAPTER FIVE Financial Implication in the Implementation of DFR Planned Programmes and Activities for the Second Quarter of 2014 Fiscal Year

5.1 Summary Estimates of DFR for the 2014 Fiscal Year

The summary of estimates for the 2014 fiscal year is shown in Table 5.1. The total amount approved for DFR programmes and activities for 2014 is GH¢171.666 million out of which GH¢39.901million representing 23.2% is from the Consolidated Fund for wholly GoG projects, matching fund and other administrative expenses. Donor support and JICA is estimated at GH¢28.745 million which also represents 16.7% of the total budget. In addition Road Fund contribution is estimated at GH¢72.96 million representing 42.5%.

Total disbursement for the period January – December, 2014 was GH¢95.407million out of a total budget of GH¢171.666million. This represents 55.6% of planned performance.

Breakdown of the disbursements are as shown in Table 5.1.

Table 5.1: Summary Estimates for Jan. – December, 2014

Item	TOTAL 2014 BUDGET (GHc'000)	DISBURSEMENT AS AT DECEMBER, 2014 (GHc'000)	PERCENTAGE (%)
EMPLOYEES	5,484.75	7,039.12	128%
GOODS & SERVICES	119.72	11.71	10%
ASSETS	34,311.87	19,174.30	56%
ROAD ARREARS		19,579.51	
Ø Matching funds	10,518.00		10,518.00
Supervision M & E	683.67		683.67
(Consultants- Bridges	3,260.58		3,260.58
Civil Works	6,573.75		6,573.75
Development/Minor Rehab	2,000.00		2,000.00
Compensation			
Ø Wholly GOG -O	3,155.40		3,155.40
Maintenance	1,051.80		1,051.80
Development/Minor Rehab	525.90		525.90
Bridges	788.85		788.85
Ø Wholly GOG -N	1,051.80		1,051.80
Maintenance	525.90		525.90
Development/Minor Rehab	525.90		525.90
Ø Taxes & Duties	131.48		131.48
Ø Arrears	19,458.30		19,458.30
Actual	14,199.30		14,199.30
Projected (up to Dec '13)	5,259.00		5,259.00
TOTAL GOG	39,901.33	45,804.64	114.79%
ROAD FUND	72,960.00	20,530.03	28.14%
Arrears (Actual)	40,000.00		
Projected Expenditure	20,000.00		
Works in fiscal yr	40,000.00	0.00	0%
DONOR	14,245.84	21,718.27	152.45%
DCRIP	14,500.00	6,299.20	43.44%
COCOBOD	0.00	-	0.00
IGF	59.16	412.98	698.07%
EASTERN CORRIDOR	30,000.00	0	0
Others	-	642.31	
GRAND TOTAL	171,666.33	95,407.43	55.58%

CHAPTER SIX: CROSS CUTTING ISSUES

6.1 Road Safety

6.1.1 Action Plan

As part of the National Road Safety Strategy III (NRSS III) covering 2011-2020, DFR submitted its Safety Implementation Status as well as its Road Safety Actions Plan to the National Road Safety Commission. The main objective for the NRSS III is to halt the unacceptable levels of road traffic fatalities and injuries by 2015 and thereafter reduce accidents by 50% by the end of 2020. The action plan submitted by DFR took the form outlining some road safety strategies to be implemented on feeder roads which addressed safety problems at bridge approaches as well as safety problems at intersections and curves. Additionally a Road Safety Desk unit/desk has been created in DFR Head office. These strategies have been set to enhance the safety on feeder roads for all road users' especially vulnerable road users like pedestrians and motorist.

Some of the safety measures being undertaken include:

- Undertaking safety audit on heavily trafficked feeder roads;
- Erection of warning signs at intersections and dangerous sharp curves and at bridge approaches.
- Provision of pedestrian crossing/ speed humps/ rumble strips on town roads.

The department plans to undertake the following additional action plan:

- Erection of informative signs in towns and villages;
- Vegetation control to improve sight distance on feeder road especially in sharp curves; and
- Undertaking road line markings on all bituminous surfaced feeder roads.

6.1.2 Targets and Achievements for 2011-2013

6.1.2.1 Targets

Action plan strategies and targets for the years 2011-2013 were to:

- Improve horizontal and vertical alignment of road by incorporating road safety in design of 250 km feeder roads;
- Erect of 300 warning signs to intersections and curves;
- Provide 75 town roads with pedestrian crossing/speed humps/rumble strips;
- Erection of warning signs at bridge approaches;
- Undertaking road line marking of 400km bituminous surfaced road; and
- Erection of warning signs at construction sites

6.1.2.2 Achievements

- A total number of six hundred and seventy-nine (679) warning signs were erected at intersection and sharp curves;
- Provision of 103 town road with pedestrian crossing/speed humps/ rumbles strips;
- Erection of 240 warning signs at bridge approaches;
- Erection of warning signs at 122 construction sites; and
- Provision of road line marking on a total of 342.1 km bituminous roads.

6.1.3 Action Plan for 2014-2016

The following action plans have been set by DFR for the 2014-2016 National Road Safety Strategy III (NRSS III):

- Improve horizontal and vertical alignment of road by incorporating road safety in design for 500 km feeder roads;
- Erect 300 warning signs at bridge approaches;
- Erect 800 warning signs to intersections and sharp curves;
- Undertake road line marking on a total of 500 km bituminous surfaced road;
- Surface 40 town roads and 90 bridge approaches;
- Provide 75 town roads with pedestrian crossing/speed humps/rumble strips; and
- Vegetation control along 400 km of feeder roads.

Achievements for 2014

About 15% of the whole programme was achieved in 2014 and it was as follows:

- 165no. of warning signs
- 75km line markings,
- 60km vegetation control
- Pedestrian crossings in 11 towns.

6.1.4 Challenges

Some challenges faced during the implementation of the 2011-2013 National Road Safety Action Plan are:

- Late submission of quarterly reports from regions
- Non-adherence and correct use of road line markings and warning signs by road users and pedestrians

6.1.5 Way forward for 2014-2016 action plans

- Early submission of quarterly road safety reports from regions with pictures as evidence of implementation of road safety strategies on roads and bridge approaches; and
- To include a line item in the Bill of Quantities (BoQ) for the awareness creation and education on importance of road safety measures and its correct use within community where these safety strategies are implemented.
-

CHAPTER SEVEN: HUMAN RESOURCE ISSUES

7.1 Staffing

The Department of Feeder Roads has total staff strength of Eighty -Eight (88) at the Head Office, made up of both technical and non-technical staff of various professional backgrounds.

The Department is headed by a Director with three Deputy Directors in charge of Planning, Development and Maintenance.

The Department operates in all the ten (10) regions of Ghana and provides technical and policy directions to the 216 District Works Departments of the MMDAs through the regional offices.

7.1.1 Gender Ratio:

B. STAFF CATEGORISATION

MINISTRY OF ROADS AND HIGHWAYS	SENIOR STAFF		JUNIOR STAFF		TOTAL
	MALE	FEMALE	MALE	FEMALE	
Dept. of Feeder Roads	45	13	23	7	88

C. SEX DISTRIBUTION

MINISTRY OF ROADS AND HIGHWAYS	DISTRIBUTION		TOTAL
	MALE	FEMALE	
Dept. of Feeder Roads	68	20	88

7.1.2 Age Distribution

D. AGE DISTRIBUTION

MINISTRY OF ROADS AND HIGHWAYS	AGE RANGE	20-30yrs	31-40yrs	41-50yrs	50-60yrs
Dept. of Feeder Roads	MALE	2	10	22	35
	FEMALE	1	6	3	9
	SUB-TOTAL				
OVERALL TOTAL					

7.1.3 Staff Details

The details information about DFR staff showing Staff ID, Names Date of Birth, Sex, Grade etc. are shown in Appendix A.

7.1.4 Training and Development

ACADEMIC TRAINING PROGRAMMES

ACADEMIC TRAINING PROGRAMS													
S/N	STAFF ID	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date	Funding				
									Self	GoG	DP	Leave (Pay)	Leave (Without Pay)
1	643579	Asare-Baffour Kwadwo Jnr.	M	and Transport Engineering)	KNUST	2 Years	Sep-13	Jul-15				√	
2	676876	Oppong Joseph	M	and Transport Engineering)	KNUST	2 Years	Sep-13	Jul-15				√	

TRAINING AND DEVELOPMENT**COMPETENCY BASED TRAINING UNDERTAKEN IN 2013**

WORKSHOPS, SEMINARS AND CONFERENCES							
		Sex	Course of Study	Institution	Duration	Start Date	End Date
S/N	Name of Officer	M					
1	Asiedu John Obeng	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
2	Ampadu K. Osafo	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
3	Otoo Roosevelt Oda	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
4	Kodua K.N. Akosah	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
5	Wellington Lanquaye	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
6	Banini Samuel	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
7	Omane Brimpong K	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
8	Ankrah Richmond	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
9	Miezah Joseph	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
10	Bakobie Felix	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
11	Afari-Kumah Cann	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
12	Akwetea Mensah Afi	F	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
13	Yawson Peter	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
14	Abdulai Braimah	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
15	Oppong James	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
16	Osei Akoto Roland	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
17	Kuunyem Meredith	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
18	Nyoagbe Castro	M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
25TH -27TH NOVEMBER, 2013							
1	Badu Bernard	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
2	Brobbey David	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
3	Sapei-Nunoo Seth N	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
4	Badu Preko A.	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
5	Asenso Kensa Edwa	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
6	Ansah Appiah	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
7	Quaye Alphonso	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
8	Brentuo Kobena	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
9	Alhassan Mohammed	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
10	Vordoagu Joshua	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
11	Kuubertezie Don	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
12	Gladza-Foli Prosper	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
13	Koranteng Justice	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
14	Tettey Stephen	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
15	Baffoe K. Awotwe	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
16	Boateng Paa Bruku	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
17	Adu Gyamfi Kwasi	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
18	Kittoe Jerry Mends	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
19	Arhin Acquah Richard	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
20	Asare Daniel Kojo	M	Certificate in ICT for Project Management	GIMPA	3days	25-Nov.-13	27-Nov.-13
WORKSHOP ON CONSULTANCY SERVICES							
1	Kwabena Omane Brim	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
2	Seth Osei Nketiah	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
3	Braimah Abdulai	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
4	Don Kuubertezie	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
5	Languaye Wellington	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
6	Lawrence K. Abbew	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13

WORKSHOPS, SEMINARS AND CONFERENCES							
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date
		M	Certificate in ICT for Project Management	GIMPA	3days	28-Oct.-13	30-Oct.-13
7	Justice Koranteng	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
8	Francis Naatu	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
9	Tawiah Moses	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
10	Joseph E. Miezah	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
11	Paa Bruku Boateng	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
12	Roosevelt O. Otoo	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
13	Ibrahim A. Seidu	M	Workshop on Consultancy Services	GIMPA	5days	21-Nov-13	25-Nov-13
GOODS AND EQUIPMENT PROCUREMENT MANAGEMENT							
1	Theodore Atikumah	M	Goods and Equipment Proc. Mgt	GIMPA	3 Weeks	30-Sep-13	18-Oct-13
MONITORING AND EVALUATION							
1	Herbert Koranteng	M	Monitoring and Evaluation	RIPA Int'nal	2 Wks		

SCHEME OF SERVICE AND COMPETENCY BASED TRAINING									
S/N	Name of Officer	Sex	Course of Study	Institution	Duration	Start Date	End Date	Funding	
								GoG	DP
1	Theodora Quartey	F	Ethical Leadership	GIMPA	2Weeks	9-Jul.-13	20-Jul.-13	GoG	
2	Duku Ofori Amanfo	M	Ethical Leadership	GIMPA	2Weeks	12-Nov.-13	23-Nov.-13	GoG	

CHAPTER EIGHT: CHALLENGES AND THE WAY FORWARD

8.1 Challenges

- Inadequate contractor capacity
- Inadequate supply of quarry products in some regions
- Contractors obsolete plants and equipment
- Delay in the payment of works done
- Delay in replenishment of seed money for LBT Contracts
- Delay by the Regional Tender Review Boards in giving concurrent approval
- Inadequate consultants' capacity
- Difficulty of contractors in accessing credit and high cost of capital
- Inadequate project preparation, supervision and monitoring of contracts due to low staffing levels and logistical support, especially, supervision vehicles

8.2 Way Forward

- Decentralization

The realignment of the department as part of the MRH is in progress. Under the realignment DFR's district staff will become part of the Local Government Service. DFR will then be responsible for planning, monitoring and provision of technical services for the MMDAs and MDAs.

DFR will have implementation functions of projects of national and strategic character.

- Capacity building for Contractors/Consultants
- Increasing the use of Labour Based Technology for road works
- Alternate source of funding to improve the payment regime
- Timely payment for works done
- The use of the Otta Seal and alternative technologies for road surfacing
- Training of Contractors, Consultants and DFR staff
- Adequate time should be given to project preparation, supervision and monitoring with improved logistical support
- Stringent enforcement of contract conditions

- Introduction of sanctions (e.g. punitive measures, blacklisting etc.) for non-performance contractors and consultants
- Limit contractors to contiguous regions

